



U.S. Department
of Homeland Security

United States
Coast Guard

LOCAL NOTICE TO MARINERS MONTHLY EDITION

District: 13

Week: 40/04

Boating Safety Classes or Information: 1-800-336-BOAT (2628)

ISSUED BY: COMMANDER, THIRTEENTH COAST GUARD DISTRICT (oan)
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LIGHT LIST REFERENCE: COMDTPUB P16502.6, Light List Volume VI, 2004 Edition

UNITED STATES COAST GUARD NAVIGATION INFORMATION SERVICE (NIS)

The United States Coast Guard Navigation Information Service (NIS), operated by the USCG Navigation Center, is staffed 24 hours a day, 7 days a week. The NIS provides information on the current operational status, effective policies, and general information for GPS, DGPS, and LORAN-C. The NIS also disseminates Safety Broadcasts (BNM), Local Notice to Mariners (LNM), and the latest Notice Advisory to Navstar Users (NANU). NANU notices can also be obtained via e-mail subscription through the USCG Navigation Center website

<http://www.navcen.uscg.gov/gps/status/default.htm>.

In addition, the NIS investigates all reports of degradation or loss of GPS, DGPS or LORAN service. Mariners are encouraged to report all degradation of radio navigation services to the NIS via any of the following: Phone: 703-313-5900, Email: webmaster@navcen.uscg.mil or on the World Wide Web at: <http://www.navcen.uscg.gov>.

BROADCAST NOTICE TO MARINERS

This section contains a range of all the significant Broadcast Notice to Mariners (BNM's) on the date of this edition.

<u>Originating Unit</u>	<u>Beginning BNM</u>	<u>Ending BNM</u>
CGD THIRTEEN	D13-1112-04	D13-1124-04

ABBREVIATIONS

ACOE - Army Corps of Engineers
ADRIFT - Buoy Adrift
AICW - Atlantic Intracoastal Waterway
B - Buoy
BKW - Breakwater
B - Refer to Light List
BNM - Broadcast Notice to Mariner
CG - Refer to Light List
CHAN - Channel
CGD - Coast Guard District
CR - Refer to Light List
C/O - Cut Off
CONT - Contour
CONSTR - Construction
CRK - Creek
CONST - Construction
DBN - Daybeacon
DBD/DAYBD - Dayboard
DBN/DEST - Daybeacon Destroyed
DBN IMCH - Daybeacon Improper Characteristic
DISCON - Discontinued
DMGD - Daybeacon Damaged

EST - Established Aid
EVAL - Evaluation
EXT - Extinguished
FL - Flashing
F/S - Fog Signal
HAZ - Hazard to Navigation
HBR - Harbor
HOR - Horizontal Clearance
HT - Height
ICW - Intracoastal Waterway
IMPCHA - Improper Characteristics
INL - Inlet
INOP - Not Operating
ISL - Islet
KBG - Refer to Light List
KBG-I - Refer to Light List
KBR - Refer to Light List
KBR-I - Refer to Light List
KBW - Refer to Light List
KGB - Refer to Light List
KGB-I - Refer to Light List
KGR - Refer to Light List
KGR-I - Refer to Light List

KGW - Refer to Light List
KGW-I - Refer to Light List
KRB - Refer to Light List
KRB-I - Refer to Light List
KRG - Refer to Light List
KRG-I - Refer to Light List
KRW - Refer to Light List
KWB - Refer to Light List
KWB-I - Refer to Light List
KWG - Refer to Light List
KWG-I - Refer to Light List
KWR - Refer to Light List
KWR-I - Refer to Light List
LAT - Latitude
LB - Lighted Buoy
LBB - Lighted Bell Buoy
LHB - Lighted Horn Buoy
LGB - Lighted Gong Buoy
LONG - Longitude
LNM - Local Notice to Mariners
LT - Light
LT CONT - Light Continuous
LWB - Lighted Whistle Buoy

MISS - Missing
MR - Refer to Light List
MR-I - Refer to Light List
N/A - Not Available
NB - Refer to Light List
N/C - Not Charted
ND - Refer to Light List
NG - Refer to Light List
NIMA - National Imagery and Mapping Agency
NL - Refer to Light List
NO - Number
NOS - National Ocean Service
NR - Refer to Light List
NW - Refer to Light List
NW - Notice Writer
NY - Refer to Light List

OBSCU - Obscured
OBST - Obstruction
OBSTR - Obstruction
PRIV - Private Aid
RBN - Radio Beacon
REBUILT - Aid Rebuilt
RECOVERED - Aid Recovered
RED - Red Buoy
REDINT - Reduced Intensity
RRL - Range Rear Light
RELIGHTED - Aid Relighted
RELOC - Relocated
RESET ON STATION - Aid Reset on Station
RFL - Range Front Light
RIV - River
SEC - Section

SG - Green Square on pile
SG-SY - Green Square with Yellow Square on pile
SHL - Shoaling
SND - Sound
STM - Statue Mile
TEMP - Temporary Aid Change
TR - Red Triangle on pile
TRLB - Temporarily Replaced by Lighted Buoy
TRLT - Temporarily Replaced by Light
TR-TY - Red Triangle with Yellow Triangle on pile
TRUB - Temporarily Replaced by Unlighted Buoy

Additional Abbreviations Specific to this LNM Edition:

LED - Light Emitting Diode

LWP - Light Watching Properly

CPA - Point of Closest Approach

SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

SNAKE RIVER - LOWER MONUMENTAL NAVIGATION LOCK - Damage

Due to recent contact with a barge, the upstream concrete guidewall on the north side of the Lower Monumental Lock, at Snake River Mile 41.6, has experienced damage to the concrete and steel reinforcement. The damaged area starts at the upstream end of the concrete at its intersection with the floating guidewall, and extends approximately 40 feet along the top edge of the concrete toward the lock chamber. Although nothing is protruding into the lock approach, there are still small pieces of exposed steel along the upper edge of the guidewall. Mariners are requested to use caution to avoid contact with the wall in this area. For additional information, contact Army Corps of Engineers at (509) 527-7115.

Chart 18545

LNM: 40/04

WASHINGTON - PUGET SOUND - Geoduck Harvesting

Geoduck harvesting will be conducted in the area of Point Heyer (east side of Vashon Island) and in Pitt Passage (west side of McNeil Island) from 11 Oct 04 to 28 Jan 05. These operations will take place from 0800 until 1600 local, Monday through Friday, excluding state holidays. The Department of Natural Resources patrol boat will be onsite and monitoring VHF-FM Channel 8. Vessels transiting the area are requested to stay 300ft clear of divers. For additional information, contact Washington Department of Natural Resources at (360) 902-1100.

Chart 18448,18474

LNM: 40/04

WASHINGTON - CHANGE OF OPERATIONAL CONTROL AND GEOGRAPHIC AREA OF RESPONSIBILITY

Effective 01 Oct 04, Coast Guard responsibilities for operations and geographic areas has changed as follows:

Coast Guard Group Seattle's new area of responsibility is defined as: starts at the northeastern most point of Whatcom County and the Canadian border 49-00-00N 120-51-34W; then proceeds along the Canadian border eastward to the Montana-North Dakota boundary; thence southerly along this boundary to the Wyoming State line; thence westerly and southerly along the Montana-Wyoming boundary to the Idaho State line; thence northwesterly along the Montana-Idaho boundary to 46-55-00N; thence westerly along 46-55-00N to 123-18-00W; thence northerly to a point 47-58-06N to 123-18-00W; thence easterly to Double Bluff Point 47-58-06N 122-32-48W; thence northward along the western shore of Whidbey Island to West Point then south easterly along the eastern shore of Whidbey Island at Strawberry Point 48-17-53N, 122-30-21W; thence easterly across Skagit Bay along the Skagit Snohomish County line to the southeastern most point of Skagit County thence to the point of origin.

Coast Guard Group Port Angeles' new area of responsibility is defined as: starts at 48-29-35N 124-43-45W and proceeds along the Canadian border eastward to the northeastern most point of Whatcom County and the Canadian border 49-00-00N 120-51-34W; thence southward following the Whatcom and Skagit Counties' eastern boundaries to the Snohomish County line at 48-17-44N 121-00-05W; thence westward across Skagit Bay to the eastern shore of Whidbey Island at Strawberry Point 48-17-53N 122-30-21W; thence northerly along the Whidbey Island shore to West Point then southerly along the western Whidbey Island shore to Double Bluff Point 47-58-06N 122-32-48W; thence westward to 123-18-00W; thence southward to 47-32-00N 123-18-00W; thence westerly along the 47-32-00N to the Exclusive Economic Zone (EEZ); thence northeasterly along the outermost extent of the EEZ to the Canadian border; thence easterly along the Canadian border to the point of origin. Port Angeles's Search and Rescue Mission Coordination responsibilities extend from its eastern most boundary seaward to 50 nautical miles west of the coastline. Additionally, Group Port Angeles has Search and Rescue Mission Coordination responsibilities in the area bounded by 48-29-35N 126-00-00W eastward to 48-29-35N 124-43-45W thence southwesterly along the EEZ to 48-08-12N. Coast Guard District Thirteen maintains Search and Rescue Mission Coordination responsibilities from 50 nautical miles westward to the EEZ.

Charts 18480, 18440 and 18400

LNM: 39/04

MONTANA - POLSON NDGPS Off Air Approval

NDGPS Polson will be unusable from 1500 to 1700Z on 18 Oct 04. The alternate time will be from 1500 to 1700Z on 19 Oct 04. For additional information or objections, contact Navigation Center DGPS Operations at (707) 765-7612.

Chart N/A

LNM: 38/04

MONTANA - BILLINGS NDGPS Off Air Approval

NDGPS Billings will be unusable from 1500 to 1700Z on 15 Oct 04. The alternate time will be from 1500 to 1700Z on 16 Oct 04. For additional information or objections, contact Navigation Center DGPS Operations at (707) 765-7612.

COLUMBIA AND SNAKE RIVERS - 2004 Winter Seasonal Lockage Schedule for Recreational Craft

The U.S. Army Corps of Engineers, Walla Walla and Portland Districts, have implemented the 2004/2005 winter seasonal lockage schedule, which is effective from 16 September 2004 to 14 May 2005 for the passage of recreational craft through the following navigation locks:

Walla Walla District Locks			Portland District Locks		
Navigation Lock	Location	Chart	Navigation Lock	Location	Chart
McNary Dam	Columbia River Mile 292	18539	Bonneville Dam	Columbia River Mile 145	18531
Ice Harbor Dam	Snake River Mile 9.7	18545	The Dalles Dam	Columbia River Mile 191	18533
Lower Monumental Dam	Snake River Mile 41.6	18545	John Day Dam	Columbia River Mile 216	18535
Little Goose Dam	Snake River Mile 70.3	18546			
Lower Granite Dam	Snake River Mile 107.3	18548			

When a recreational vessel lockage schedule is in effect, recreational vessels will only be allowed to lock through at the times designated for such lockages and they will take precedence over commercial vessels. Commercial vessels will continue to be locked through upon arrival except during the times specified for recreational vessel lockages. At the discretion of the lock operator, recreational vessels may be allowed to lock through with commercial craft. All vessel owner/operators lock through at their own risk. Follow the directions of the lock operator when using the locks or operating in the vicinity of the locks. The lock operator has the final authority on the suitability of a craft for lockage. Refer to the U.S. Army Corps of Engineers Safe Lockage Policy for Recreational Craft on the Columbia and Snake Rivers for additional safety requirements. For additional information on this matter or copies of the Safe Lockage policy, visit the following website: <http://www.nwp.usace.army.mil/op/s/nl> or contact the Walla Walla District at (509) 527-7115/(509) 527-7113 or the Portland District at (503) 808-4332/(503) 808-4333.

The three Portland District Locks and the five Walla Walla District Locks will use the same lockage schedule making the lockage times for the entire Columbia/Snake River system identical for recreational vessels. The following seasonal recreational craft lockage schedule will be implemented beginning 16 Sep 2004:

Traffic Direction	Times		
Upstream Lockages	8:00 a.m.	11:00 p.m.	3:00 p.m.
Downstream Lockages	8:30 a.m.	11:30 p.m.	3:30 p.m.

Consideration will be given for special lockages to flotillas or other unique events sponsored by yacht clubs, marinas, and other groups, provided advance (24 hours) arrangements have been made with the appropriate operations manager or their appointed representative. The following project office and operations managers should be contacted for scheduling of special lockages:

Project	Operations Managers	Phone Number	Alternate Number
Bonneville	Chief Operator on Duty	(541) 374-8323	N/A
The Dalles	Chief Operator on Duty	(541) 298-4007	N/A
John Day	Chief Operator on Duty	(541) 298-9712	N/A
McNary	Randell Ryan	(541) 922-2251	(541) 922-3214
Ice Harbor	Scott Sutliff	(509) 543-3251	(509) 547-7783
Lower Monumental	Matt Allen	(509) 282-7353	(509) 282-3218
Little Goose Project	Scott Ross	(509) 399-2233 x253	(509) 399-2233 x231
Lower Granite Project	Martin Mendiola	(509) 843-1493 x258	(509) 843-1493 x231

WASHINGTON - HOOD CANAL - Research Buoys

The U.S. Geological Survey has deployed two bottom mounted temporary current meter cages with scientific instruments inside, in approximate positions 47-21-31N 123-01-08W and 47-21-45N 123-04-48W, through approximately 26 Oct 04. Mariners are requested not to drop anchors or drag anything along the bottom that might snag the moorings. For additional information, contact U.S. Geological Survey at (253) 428-13600 X2694.
Chart 18445 LNM: 37/04

SECTION II - DISCREPANCIES

This section lists all reported and corrected discrepancies related to Aids to Navigation in this edition. A discrepancy is a change in the status of an aid to navigation that differs from what is published or charted.

DISCREPANCIES (FEDERAL AIDS)

LLNR	Aid Name	Status	Chart No	BNM Ref.	LNM St	LNM End
740/ 16075	Quillayute River Approach Lighted Whistle Buoy Q	TEMP RELOC 47-53-24.4N 124-39-57.1W	18480	D13-0828-04	31/04	
8750	Coos Bay Entrance Lighted Buoy 2	EXT	18587	D13-1094-04	39/04	
9590	Yaquina Bay Entrance Lighted Gong Buoy 1	Off Station 34 yds / 208°T	18561	D13-1071-04	38/04	
9600	Yaquina Bay Entrance Lighted Gong Buoy 3	Off Station 68 yds / 241°T	18561	D13-1072-04	38/04	
10235	Pillar Rock Lower Range Front Light	IMPCHA Focal plane 12ft lower REDINT / 3NM TEMP LED	18523	D13-0732-04	28/04	

10485	Westport Dike Light 60	REDINT / 3NM TEMP LED	18523	D13-0680-04	26/04
11030	St Helens Range Front Light	Damaged / Off Station	18524	D13-1066-04	38/04
15595	Grays Harbor Channel Lighted Whistle Buoy 11	MISS	18502	D13-1093-04	39/04
17615	Kilisut Harbor Daybeacon 8	Structure MISS / TRUB Off Station	18441	D13-0905-03	32/04
19935	International Boundary Range C Front Light	IMPCHA / DBD Faded and Peeling	18421	D13-1191-02	38/02

DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No	BNM Ref.	LNM St	LNM End
12460	Lake Umatilla Light 49	LWP	18539	D13-1114-04	39/04	40/04
12685	Lake Umatilla Light 59	LWP	18539	D13-1115-04	35/04	40/04

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No	BNM Ref.	LNM St	LNM End
9185	North Slough Channel Daybeacon 4	IMPCHA	18587	D13-0478-04	18/04	
9190	North Slough Channel Daybeacon 8	IMPCHA	18587	D13-1144-02	36/02	
9195	Haynes Inlet Channel Daybeacon 1	IMPCHA	18587	D13-0479-04	18/04	
9205	Haynes Inlet Channel Daybeacon 5	IMPCHA	18587	D13-0480-04	18/04	
9210	Haynes Inlet Channel Daybeacon 7	IMPCHA	18587	D13-0481-04	18/04	
12385	John Day Dam Lower Breakwater Light 2	MISS	18535	D13-1030-04	37/04	
12390	John Day Dam Lower Guidewall Light 4	MISS	18535	D13-1031-04	37/04	
12930.6	Lower Middle Channel Approach Buoy E	MISS	18542	D13-0800-04	30/04	
12930.7	Lower Middle Channel Approach Buoy G	MISS	18542	D13-0954-04	34/04	
12930.9	Lower Middle Channel Approach Buoy 3	IMPCHAR / Off station	18542	D13-0955-04	34/04	
12930.94	Lower Middle Channel Approach Buoy 9	IMPCHAR / Off station	18542	D13-0953-04	34/04	
15030	Oswego North Pier Light	IMPCHAR	18528	D13-0973-04	35/04	
15035	Oswego South Pier Light	IMPCHAR	18528	D13-0974-04	35/04	
17127	Middle Waterway Buoy 1	MISS	18448	D13-0926-04	33-04	
17731	Mariculture Lighted Buoys (2)	EXT	18441	D13-0957-04	35/04	
18165	Lower Guide Wall Light	IMPCHAR	18447	D13-0840-04	31/04	
18175	Upper Guide Wall Light	IMPCHAR	18447	D13-0841-04	31/04	
18507	Port Gardner Navy Log Boom Light B	EXT	18444	D13-1096-04	39/04	
18509	Port Gardner Navy Log Boom Light D	EXT	18444	D13-1097-04	39/04	
18549	Port of Everett Jetty Island Light C	EXT	18444	D13-1083-04	39/04	

DISCREPANCIES (PRIVATE AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No	BNM Ref.	LNLM St	LNLM End
13263	Ice Harbor Research Float	LWP	18545	D13-1113-04	37/04	40/04
16680	Point Wells Range Front Light	LWP	18441	D13-1116-04	36/04	40/04

SECTION III – TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED

This section contains temporary changes and corrections to Aids to Navigation for this edition. When charted aids are temporarily relocated for dredging, testing, evaluation, or marking an obstruction, a temporary correction shall be listed in Section IV giving the new position.

TEMPORARY CHANGES

LLNR	Aid Name	Status	Chart No	BNM Ref.	LNLM St	LNLM End
16856	Coast Guard Pier Light North	TEMP DISCON	18449	D13-0729-03	26/03	
16857	Coast Guard Pier Light South	TEMP DISCON	18449	D13-0729-03	26/03	

TEMPORARY CHANGES CORRECTED

LLNR	Aid Name	Status	Chart No	BNM Ref.	LNLM St	LNLM End
None						

SECTION IV – CHART CORRECTIONS

This section contains corrections to federally and privately maintained Aids to Navigation, as well as NOS corrections.

This section contains corrective actions affecting chart(s). Corrections appear numerically by chart number, and pertain to that chart only. It is up to the mariner to decide which Chart(s) are to be corrected. The following example explains the individual elements of a typical chart correction.

Chart Number ↓	Chart Edition ↓	Edition Date ↓	Last Local Notice to Mariners ↓	Horizontal Datum Reference ↓	Source of Correction ↓	Current Local Notice to Mariner ↓
18427	20 TH ed	3/18/2000	Last LNM 25/99	NAD 83	(NOS Silver Spring)	40/99
Chart Title: WA – ANACORTES TO SKAGIT BAY - (Temp) Add Ben Ure Island Light 2, Fl R 4s, 25ft 4M						
	↑ Corrective Action	↑ Object of Correction Action				↑ Position

(Temp) indicates that the chart correction action is temporary in nature. Courses and bearings are given in degrees clockwise from 000 true. Bearings of light sectors are toward the light from seaward. The nominal range of lights is expressed in nautical miles (NM) unless otherwise noted.

18502	85th ed	Jun 2004	Last LNM 35/04	NAD 83	(NOS NW -8227)	40/04
Chart Title: WA - GRAYS HARBOR Add Tabulation – Grays Harbor						
					centered at 46-56-12.0N	123-47-06.0W
18521	70th ed	Oct 2003	Last LNM 39/04	NAD 83	(NOS NW -8255)	40/04
Chart Title: OR - WA - COLUMBIA RIVER PACIFIC OCEAN TO HARRINGTON POINT Add Tabulation: Columbia River COLUMBIA RIVER CHANNEL ENTRANCE TO MILLER SANDS						
					centered at 46-07-54.000N	123-45-55.000W
18524	34th ed	Jun 2004	Last LNM 37/04	NAD 83	(NOS NW -8259)	40/04
Chart Title: OR - WA - COLUMBIA RIVER-CRIMS ISLAND TO ST HELENS Add Tabulation: Columbia River GULL ISLAND TURN AND CHANNEL TO SAINT HELENS TURN						
					centered at 46-03-45.000N	122-57-49.000W
18525	34th ed	May 2004	Last LNM 37/04	NAD 83	(NOS NW -8256)	40/04
Chart Title: OR - WA - COLUMBIA RIVER-SAINT HELENS TO VANCOUVER Add Tabulation: Columbia River SAINT HELENS TURN TO TOMAHAWK BAR						
					centered at 45-36-47.000N	122-51-51.000W
18526	56th ed	Dec 2004	Last LNM 37/04	NAD 83	(NOS NW -8257)	40/04
Chart Title: OR - WA - PORT OF PORTLAND - INCLUDING VANCOUVER Add Tabulation: Columbia River MORGAN CHANNEL TO TOMAHAWK BAR						
					centered at 45-32-36.000N	122-45-19.000W
18531	21st ed	Dec 2003	Last LNM 37/04	NAD 83	(NOS NW -8258)	40/04
Chart Title: OR - WA - COLUMBIA RIVER VANCOUVER TO BONNEVILLE Add Tabulation: Columbia River TOMAHAWK BAR TO BONNEVILLE LOCKS						
					centered at 45-38-08.000N	122-14-55.000W

OIL RIG MOVEMENT

Drill Rigs/Vessels Removed

<u>Latitude</u>	<u>Longitude</u>	<u>Block</u>	<u>Rigs/Vessel</u>	<u>Chart</u>	<u>Type</u>	<u>Status</u>
None						

Drill Rigs/Vessels Established

<u>Latitude</u>	<u>Longitude</u>	<u>Block</u>	<u>Rigs/Vessel</u>	<u>Chart</u>	<u>Type</u>	<u>Status</u>
None						

SECTION V - ADVANCE NOTICES

This section contains advance notice of approved projects, changes to aids to navigation, or upcoming temporary changes such as dredging, etc. Mariners are advised to use caution while transiting these areas.

SUMMARY OF ADVANCED APPROVED PROJECTS

<u>Waterway</u>	<u>Project Date</u>	<u>Ref. LNM</u>
None		

SECTION VI - PROPOSED CHANGES

Periodically, the Coast Guard evaluates its system of aids to navigation to determine whether the conditions for which the aids to navigation were established have changed. When changes occur, the feasibility of improving, relocating, replacing, or discontinuing aids are considered. This section contains notice(s) of non-approved, proposed projects open for comment. SPECIAL NOTE: Mariners are requested to respond in writing to the District office Attn John Barberi (206) 220-7276 unless otherwise noted (see banner page for address).

PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

<u>Waterway</u>	<u>Closing</u>	<u>Docket No.</u>	<u>Ref. LNM</u>
COLUMBIA RIVER – CRIMS ISLAND TO ST. HELENS	12 November 2004		LNM:40/04

Navigation Aids: No longer considered necessary for safe navigation in the waterway.

Discontinue Fisher Island slough light 4 (LLNR 10740).

Chart 18524

<u>Waterway</u>	<u>Closing</u>	<u>Docket No.</u>	<u>Ref. LNM</u>
COLUMBIA RIVER – HARRINGTON POINT TO CRIMS ISLAND	29 October 2004		LNM: 39/04

Navigation Aids: No longer considered necessary for safe navigation in the waterway. Additionally, the structure is unsafe for servicing personnel.

Discontinue Pillar Rock Light 17 (LLNR 10270).

Chart 18523

<u>Waterway</u>	<u>Closing</u>	<u>Docket No.</u>	<u>Ref. LNM</u>
WASHINGTON – GRAYS HARBOR NORTH BAY	29 October 2004		LNM: 39/04

Navigation Aids: No longer considered necessary for safe navigation in the waterway.

Relocate Grays Harbor North Channel Daybeacon 46A (LLNR 15805) to approximate position 46 58 03N, 123 52 35W and change the name to Grays Harbor North Channel Light 46 (LLNR 15805), showing a flashing red light every four seconds (FL R 4s), triangular shaped red dayboards and a nominal range of three (3) nautical miles.

Discontinue Charley Creek Dike Daybeacon 2 (LLNR 15975).

Chart 18502

<u>Waterway</u>	<u>Closing</u>	<u>Docket No.</u>	<u>Ref. LNM</u>
COLUMBIA RIVER – HARRINGTON POINT TO CRIMS ISLAND	29 October 2004		LNM: 39/04

Navigation Aids: No longer considered necessary for safe navigation in the waterway.

Discontinue Eureka Bar Dike Daybeacon (LLNR 10605).

Chart 18523

<u>Waterway</u> COLUMBIA RIVER – CRIMS ISLAND TO ST. HELENS	<u>Closing</u> 22 October 2004	<u>Docket No.</u>	<u>Ref. LNM</u> LNM: 38/04
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Navigation Aids: To improve range performance.

Change from visible four (4) degrees each side of range line to visible 14 degrees each side of range line on St. Helens Range Rear Light (LLNR 11035).

Chart 18524

<u>Waterway</u> COLUMBIA RIVER – CATHLAMET BAY SOUTH CHANNEL	<u>Closing</u> 22 October 2004	<u>Docket No.</u>	<u>Ref. LNM</u> LNM: 38/04
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Navigation Aids: Army Corps of Engineers does not maintain this waterway.

Discontinue Cathlamet Bay South Channel Buoy 7 (LLNR 14730)
Discontinue Cathlamet Bay South Channel Daybeacon 8 (LLNR 14735)
Discontinue Cathlamet Bay South Channel Daybeacon 10 (LLNR 14740)

Charts 18521, 18523

<u>Waterway</u> COLUMBIA RIVER – CATHLAMET BAY NORTH CHANNEL	<u>Closing</u> 22 October 2004	<u>Docket No.</u>	<u>Ref. LNM</u> LNM: 38/04
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Navigation Aids: Army Corps of Engineers does not maintain this waterway.

Discontinue Cathlamet Bay North Channel Light 3 (LLNR 14745)
Discontinue Cathlamet Bay North Channel Buoy 4 (LLNR 14750)
Discontinue Cathlamet Bay North Channel Light 5 (LLNR 14755)
Discontinue Grassy Island Light 8 (LLNR 14760)

Charts 18521, 18523

<u>Waterway</u> COLUMBIA RIVER – CATHLAMET BAY PRAIRE CHANNEL	<u>Closing</u> 22 October 2004	<u>Docket No.</u>	<u>Ref. LNM</u> LNM: 38/04
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Navigation Aids: Army Corps of Engineers does not maintain this waterway.

Discontinue Cathlamet Bay Prairie Channel Light 10 (LLNR 14765)
Discontinue Cathlamet Bay Prairie Channel Daybeacon 12 (LLNR 14770)
Discontinue Svensen Island Light 12A (LLNR 14775)
Discontinue Cathlamet Bay Prairie Channel Daybeacon 14 (LLNR 14780)
Discontinue Russian Island Light 15 (LLNR 14785)
Discontinue Cathlamet Bay Prairie Channel Daybeacon 17 (LLNR 14790)
Discontinue Marsh Island Light 21 (LLNR 14800)
Discontinue Cathlamet Bay Prairie Channel Light 23 (LLNR 14805)

Charts 18521, 18523

<u>Waterway</u> WASHINGTON – GRAYS HARBOR – WESTPORT HARBOR	<u>Closing</u> 22 October 2004	<u>Docket No.</u>	<u>Ref. LNM</u> LNM: 38/04
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Navigation Aids: No longer considered necessary for safe navigation in the waterway.

Discontinue Grays Harbor South Reach Daybeacon 20 (LLNR 15650).

Chart 18502

<u>Waterway</u> WASHINGTON – PUGET SOUND – NISQUALLY REACH	<u>Closing</u> 22 October 2004	<u>Docket No.</u>	<u>Ref. LNM</u> LNM: 38/04
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Navigation Aids: To accommodate solarization.

Change the nominal range from five (5) to four (4) nautical miles on Nisqually Flats Lighted Buoy 1 (LLNR 17350).

Charts 18440, 18445, 18448

<u>Waterway</u> WASHINGTON – HARO STRAIT	<u>Closing</u> 22 October 2004	<u>Docket No.</u>	<u>Ref. LNM</u> LNM: 37/04
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Navigation Aids: Due to new/improved navigation technology (DGPS), no longer considered necessary for the safe navigation in the waterway.

Discontinue the fog signal at Lime Kiln Light (LLNR 19695).

Charts 18421, 18423, 18433, 18434

Waterway
SNAKE RIVER – LAKE SACAJAWEA

Closing
22 October 2004

Docket No.

Ref. LNM
LNM: 37/04

Navigation Aids: To properly mark the increased size of the Restricted Area behind Ice Harbor Dam.

Relocate Ice Harbor Dam Buoy "A" (LLNR 13225) to approximate position 46 15 06N, 118 52 31W.

Relocate Ice Harbor Dam Buoy "B" (LLNR 13230) to approximate position 46 15 05N, 118 52 22W.

Relocate Ice Harbor Dam Buoy "C" (LLNR 13235) to approximate position 46 15 00N, 118 52 12W.

Discontinue Ice Harbor Dam Buoy "D" (LLNR 13240).

Discontinue Ice Harbor Dam Buoy "E" (LLNR 13245).

Discontinue Ice Harbor Dam Buoy "F" (LLNR 13250).

Chart 18545

Waterway
WASHINGTON – WILLAPA BAY – WILLAPA RIVER

Closing
22 October 2004

Docket No.

Ref. LNM
LNM: 37/04

Navigation Aids: No longer considered necessary for safe navigation in the waterway.

Discontinue Willapa River Range "C" Front and Rear Daybeacons (LLNR 15350/15355)

Chart 18504

Waterway
WASHINGTON – GRAYS HARBOR – WESTPORT HARBOR

Closing
15 October 2004

Docket No.

Ref. LNM
LNM: 37/04

Navigation Aids: To improve range performance.

Discontinue the quick flashing red passing light on South Reach Range AA Front Light (LLNR 15665) and install a red quick flashing visible all around; higher intensity on range line lantern.

Navigation Aids: To match the visual intensity of the front range light.

Change South Reach Range AA Rear Light (LLNR 15670) from visible four (4) degrees each side of range line to visible 14 degrees each side of range line.

Chart 18502

Waterway
WASHINGTON – STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA

Closing
08 October 2004

Docket No.

Ref. LNM
LNM: 36/04

Navigation Aids: Due to new/improved navigation technology (DGPS), no longer considered necessary for the safe navigation in the waterway.

Discontinue the fog signals at Iceberg Point Light 2 (LLNR 19540) and Cattle Point Light (LLNR 19555).

Charts 18400, 18421, 18423, 18429, 18434

Waterway
WASHINGTON – STRAIT OF JUAN DE FUCA TO STRAIT OF GEORGIA

Closing
08 October 2004

Docket No.

Ref. LNM
LNM: 36/04

Navigation Aids: To improve navigation in the waterway.

Relocate Quillayute River Approach Lighted Whistle Buoy "Q" (LLNR 740/16075) to approximate position 47 53 24.429N, 124 39 57.145W.

Charts 18003, 18007, 18480

SECTION VII - GENERAL

This section contains information of general concern to the Mariners. Mariners are advised to use caution while transiting these areas.

OREGON - Bridge Information

Coos Bay

The Coos Bay Drawbridge at mile 9.0 need not open for the passage of vessels unless 48 hour notice is provided for all openings from 0700 to 1700 local, Monday through Friday, from 01 Oct to 25 Oct 04. These temporary special operations are necessary while major repairs are made to the steel truss. At other times the draw will operate normally.

Chart 18587

LNM: 38/04

OREGON - Bridge Information

Siuslaw River

The U.S.101 Bridge at Florence need not open for the passage of vessels from 0001 local 07 Sep to 2359 local 29 Oct 04. The temporary closure is authorized for a resurfacing project on the double-leaf bascule.

Chart 18583

LNM: 20/04

OREGON - Bridge Information

Siuslaw River

The U.S.101 Bridge at Florence need not open for the passage of vessels from 0001 local 18 Oct to 2359 local 30 Nov 04. The temporary closure is authorized for a resurfacing project on the double-leaf bascule.

Chart 18583

LNM: 26/04

OREGON - Bridge Information

Coquille River

The Bullard Ferry Bridge at Coquille River mile 3.5 has been disabled and cannot open for vessel traffic until repairs are made.

Chart 18588

LNM: 12/04

OREGON - Bridge Information (Revisions of LNM 04/04)

Willamette River

The Broadway Bridge at mile 11.7 will require 24 hour notification for openings from 27 Feb to 15 Nov 04 due to operations related to painting.

Chart 18526

LNM: 09/04

COLUMBIA RIVER - Bridge Information (Revision of LNM 12/04)

Vancouver

The dual liftspans of the Interstate 5 dual vertical lift bridges at river mile 106.5 will be maintained in the closed position until 2100 15 Oct 04 by a major mechanical-electrical rehabilitation project. From 2100 15 Oct to 2100 29 Oct 04, a two-hour notice is required for openings while new equipment is tested and adjusted.

Charts 18524, 18526

LNM: 36/04

WASHINGTON - Bridge Information

Snake River

Inspection equipment may be deployed under the dual State Route 12 Bridges at Burbank Monday through Friday from 04 Oct to 08 Oct and from 18 Oct to 22 Oct 04, during daylight hours. Mariners should exercise caution.

Chart 18545

LNM: 39/04

WASHINGTON - Bridge Information

Snohomish River

The Burlington Northern Santa Fe Railroad Bridge #37 at mile 3.5 will have construction equipment for repairing the fender system of the main span and will temporarily be in and out of the channel until some time in October 2004. Mariners are advised to pass with caution.

Chart 18444

LNM: 33/04

WASHINGTON - Bridge Information

Duwamish West Waterway

The Spokane Street Dual Swingspan at mile 0.3 – Vessel operators who need draw openings are requested to pass through a west span opening whenever safe passage through this half-opening is possible. The Coast Guard recognizes this limited operation for consenting vessels only. Cracking has been discovered in the vertical lift cylinder of the east span. The manufacture and replacement of this unique part will take months. Minimizing the load bearing of the cylinder may prevent a failure of the east span similar to the one that occurred in 2001 at the west span. Operators will continue to open both sides of the bridge to any vessel that requests a full opening.

Chart 18450

LNM: 11/02

WASHINGTON - Bridge Information (Revision of LNM 32/03)

Tacoma Narrows Bridge

Construction – Barges and other equipment will be deployed at various locations around the piers of the new parallel bridge currently under construction. Mariners should be alert to anchor cables and give all equipment a wide berth. Tower cranes will be mounted to the new piers (towers) and will swing wide with the possibility of accidental fall of material. Vessels and divers are advised to avoid the area within a 500-foot radius of the piers at 47-15-54N 122-32-49W and 47-16-15N 122-33-15W. Buoys mark anchor cables for retrieval. Lights may be extinguished by submersion in strong currents. The approximate position of these buoys at slack water are 47-16-04N 122-32-38W, 47-15-52N 122-32-43W, 47-15-50N 122-32-58W, 47-15-55N 122-33-00W, 47-16-13N 122-33-08W, 47-16-10N 122-33-17W, 47-16-05N 122-33-31W.

Charts 18448, 18474

LNM: 35/04

WASHINGTON - Bridge Information

Lake Washington Ship Canal

The Montlake Bridge need not open for vessels from 1100 to 1300 and from 1530 to 1730 local on 09 and 16 Oct, 06 and 13 Nov 2004. These temporary closures accommodate heavy road traffic near Husky Stadium.

Chart 18447

LNM: 38/04

WASHINGTON - Bridge Information

Hood Canal

The Hood Canal Bridge is unable to open on incoming tides until further notice.
Chart 18476 LNM: 33/04

WASHINGTON - Bridge Information

Everett

State Route 529 Swingspan Bridge across Steamboat Slough at Everett is inoperable due to mechanical failure until further notice.
Chart 18443 LNM: 36/03

Bridge Lighting Discrepancies:

Lights on the following bridges have been reported extinguished.

Waterway and Mile	Bridge Name	Location	Status	Date reported	BNM	LNM
Clatskanie River Mile 0.7	Clatskanie River Bridge	Clatskanie, OR	EXT	15 Sep 04	1058-04	38/04

Bridge Lighting Discrepancies Corrected:

The following bridge discrepancies have been corrected since the last Local Notice to Mariners:

Waterway and Mile	Bridge Name	Location	Status	Date reported	BNM	LNM
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THIRTEENTH COAST GUARD DISTRICT - 2004 Special Local Notice to Mariners

U.S. Coast Guard District 13 has Published the 2004 Special Local Notice to Mariners. The Special Local Notice to Mariners is available for down load from the web at <http://www.uscg.mil/d13/oan/slnm2004.pdf> or <http://www.navcen.uscg.gov/lnm/d13/slnm2004.pdf>. A limited number of Special Local Notice to Mariners are available for mailing by calling (206) 220-7270.

Chart N/A LNM: 27/04

THIRTEENTH COAST GUARD DISTRICT - Request for information on the use of large-scale driftnets on the high seas (Revision to LNM 09/04)

The United States Coast Guard (USCG) requests mariners be on the lookout for and report any observed driftnets or vessels engaged in driftnet fishing on the high seas (more than 200NM from shore). Sighting information may be made to any of the following Coast Guard offices:

Offices	Phone	Fax	Telex	Email
USCG Pacific Area Alameda, CA Commander (Poo) Coast Guard Island, 51-5 Alameda, CA 94568	1-800-246-7236 1-510-437-3701	1-510-437-3017	230172343	OD11/Pacarea@d11.uscg.mil
USCG 14th District Honolulu, HI Commander D14 (ole) 300 Ala Moana Blvd Honolulu, HI 96850-4982	1-800-331-6176 1-808-541-2500	1-808-541-2123		D14ccdutyofficer@D14.uscg.mil
USCG 17th District Juneau, AK Commander D17 (ole) PO Box 25517, Rm 771 Juneau, AK 99802-5517	1-800-478-5555 1-907-463-2000	1-907-463-2023	49615066	D17-cc@cgalaska.uscg.mil

Illegal high seas driftnet (HSDN) fishing has historically been conducted in the Northwest Pacific Ocean. Mariners following great circle routes between North America and Asia are most likely to encounter this activity. Fishing activity normally takes place between 01 Apr and 31 Aug. However, illegal activity may occur in other areas and at other times of the year.

Information desired include date, time, position, description of gear/vessel, name of vessel, home port and observed activity. Video or photographs are highly desired and can be mailed or emailed to any of the offices above.

HSDN Fishing Vessel Characteristics:

HSDN fishing vessels typically range from 120 to 200 feet in length and are usually in fair to poor condition. Distinguishing characteristics include:
Net tube: A large, usually white tube, which extends from the working deck to the net bin located aft. This tube is about two feet in diameter, runs along the port or starboard side of the superstructure, and is clearly visible from both the surface and air.
Net bin: A structure normally located on an aft deck in which the nets are stored.
Net spreader: A triangular or roller net spreading device, which prevents the net from becoming entangled as it enters the water. While only visible from the stern, this is one characteristic, which clearly distinguishes a HSDN fishing vessel from a longline or other fishing vessel.
Transponders: The radio transponders are approximately 4-6 ft tall, are used to mark the end of a net and are normally stored in racks on the weather decks.

When the net is in the water, it is normally suspended using cylindrical floats spaced every few feet, similar to swimming pool lane markers, with the ends of the nets marked with radio transponders. Other types of floats may be used, including larger spherical floats about 2-3 ft in diameter. The driftnets may vary from a couple hundred yards to several nautical miles in length.

Chart N/A LNM: 32/04

THIRTEENTH COAST GUARD DISTRICT - Reporting suspicious activity

The Department of Homeland Security (DHS) encourages the maritime public to report information concerning suspicious activity to the National Response Center (NRC) at (800) 424-8802. The U.S. Coast Guard reminds the maritime industry that they may also report information concerning activity to their Local Federal Bureau of Investigation (FBI) Joint Terrorism Task Force (JTTF) Office, <http://www.fbi.gov/contact/fo/fo.htm>, or to other appropriate authorities. Individuals can contact the DHS Watch and Warning Unit at (202) 323-3205, toll free at (888) 585-9078, or by e-mail to nipc.watch@fbi.gov.

Chart N/A

LNM: 15/03

COLUMBIA RIVER - APPROACHES TO ASTORIA - Scientific Buoy

The Oregon Health and Science University has temporarily deployed a Lighted Research Buoy (yellow can) at approximate position 46-10-30.0N 124-07-06.0W showing a Flashing Yellow 4 seconds (FL Y 4s) light. The buoy is expected to remain in place until 31 Oct 04. For additional information, contact Oregon Health and Science University at (503) 748-4059.

Chart 18521

LNM: 23/04

COLUMBIA RIVER - APPROACHES TO ASTORIA - Scientific Buoys (Revision to LNM 18/04)

Oregon State University has deployed 13 scientific buoys from bank to bank near Jim Crow Point at river mile 29 on the Columbia River until 29 Oct 04. Each buoy is a system of four 7in by 15in Styrofoam floats with attached contact information. For additional information, contact Oregon State University at (541) 737-2592.

Charts 18521, 18523

LNM: 26/04

COLUMBIA RIVER - ASTORIA - Construction Projects (Revision of LNM 45/02)

Marine construction activities are scheduled near Astoria on the Oregon side of the Columbia River at the Port of Astoria's Pier III near river mile 11. This is a long-term project that is expected to last until 2005. Mariners should use caution near the 1100-foot pier, as piles may not be visible at high tide. For questions concerning the long-term Pier III project contact the Port of Astoria at (503) 325- 4521.

Chart 18521

LNM: 35/03

COLUMBIA RIVER - WILLAMETTE RIVER - Construction

Ecology and Environment, Inc will be constructing a 25 acre sediment cap at river mile 7 of the Willamette River outside the navigational channel from 01 Jul to 31 Oct 04. Multiple barges will be in the area throughout the construction period. Mariners are requested to use caution in the vicinity of the construction. For additional information, contact Oregon Department of Environmental Quality at (503) 229-6748.

Chart 18526

LNM: 26/04

OREGON / WASHINGTON - COASTAL REGION - Tsunami Reporting System

As part of the Pacific Tsunami Reporting System the following surface buoys have been deployed by NOAA. Each buoy is a 2.5-meter disk, red and white in color, with the word "TSUNAMI" on it. Each buoy has a "FL Y 4s" light.

Buoy 46404	45-51-32N, 128-46-40W
Buoy 46405	42-54-10N, 130-54-32W
Buoy D - 127	45-31-26N, 127-35-38W

Chart 501

LNM: 29/03

OREGON / WASHINGTON - COASTAL REGION - NOAA

NOAA buoys 46404 and 46405 have been temporarily discontinued.

Chart 501

LNM: 14/04

WASHINGTON - OFF SHORE - Research Buoys

The Scripps Institution of Oceanography has deployed bottom mounted buoys within 6 fathoms of the bottom at positions 47-21-47.8N 124-45-23.2W and 47-26-53.6N 125-08-18.5W. The buoys will be recovered by 10 Oct 04 with the moors remaining on site. For additional information, contact Scripps Institution of Oceanography at (858) 534-6937.

Chart 18500

LNM: 28/04

WASHINGTON - OFFSHORE - Research Buoys

The Olympic Coast National Marine Sanctuary will be deploying research buoys in the waters of the sanctuary from 17 May to 08 Oct 04. These buoys will be anchored in depths between 15 and 42 meters. Each buoy will consist of unlit, 16ft halibut longline, and aluminum poles with floats and red flags, each topped with a radar reflector. The locations of the buoys are:

Buoy	Latitude	Longitude	Planned depth
MB-1	48-19-30.0N	124-40-54.0W	15m
MB-2	48-19-18.0N	124-44-18.0W	42m
CA-1	48-09-54.0N	124-45-24.0W	15m
CA-2	48-09-54.0N	124-48-12.0W	42m
TH-1	47-52-30.0N	124-37-06.0W	15m
TH-2	47-50-42.0N	124-37-42.0W	31m
KL-1	47-35-54.0N	124-25-36.0W	15m
KL-2	47-35-36.0N	124-29-36.0W	27m
CE-1	47-21-19.0N	124-28-06.0W	42m

For additional information, contact Olympic Coast National Marine Sanctuary at (360) 457-6622.

Chart 18480

LNM: 19/04

WASHINGTON - STRAIT OF JUAN DE FUCA - Puget Sound Vessel Traffic Services Measure (33CFR161.11)

In support of the Cooperative Vessel Traffic Services (CVTS) Agreement all vessels over 300GT inbound for the U.S. via the Strait of Juan De Fuca are required to submit a 24 hour CVTS offshore advancement report. Follow the IMO Standard Ship Reporting system (Resolution A.648 (16), MSC/WP6). Submit the report using the methods below.

- Via e-mail, rmic-pacific@pac.dfo-mpo.gc.ca <<mailto:rmic-pacific@pac.dfo-mpo.gc.ca>>
- Via INMARSAT telex 04352586 "CGTC VAS VCR"
- Via any Canadian Coast Guard MCTS Centre, free of charge
- Or directly to CVTS Offshore by FAX: 604-666-8453

For additional information, contact Vessel Traffic Services, Puget Sound at (206) 217-6051.
Chart N/A LNM: 29/04

WASHINGTON - PUGET SOUND - Geoduck Harvesting

Geoduck harvesting will be conducted in the area of Freshwater Bay (west of Port Angeles) Squamish Harbor and south of Hood Head (both on the west side of the Hood Canal Bridge) and at Lofall (on the south east side of the Hood Canal Bridge) from 22 Jun to 08 Oct 04. These operations will take place from 0800 until 1600 local, Monday through Friday, excluding state holidays. The Department of Natural Resources patrol boat will be onsite and monitoring VHF-FM Channel 8. Vessels transiting the area are requested to stay 300ft clear of divers. For additional information, contact Washington Department of Natural Resources at (360) 902-1100.

Chart 18465,18445 LNM: 26/04

WASHINGTON - PORT TOWNSEND - Navigation Hazard

A red buoy labeled number 6 is tied to the Port Townsend Railroad Pier. Additionally another red buoy is adrift in the Straits of Juan De Fuca. Mariners are requested to report sightings of the adrift buoy to the U.S. Coast Guard Group Seattle on VHF-FM Channel 16.

Chart 18441 LNM: 36/04

WASHINGTON - STRAIT OF JUAN DE FUCA - PUGET SOUND - Security Zone of Passenger Vessels (Revision to LNM 06/03)

The Coast Guard is establishing a temporary moving security zone of 500 yards surrounding passenger vessels while within the waters of Puget Sound and adjacent waters. A passenger vessel is defined as any vessel over 100 feet in length (33 meters) carrying passengers for hire such as auto ferries, cruise ships, passenger ferries, and excursion vessels. All vessels within 500 yards of a passenger vessel shall operate at the minimum speed necessary to maintain a safe course and shall proceed as directed by the Official Patrol or passenger vessel master. The Official Patrol will consist of a Coast Guard patrol, Federal Law Enforcement officer or a General Authority Washington Peace Officer, Limited Authority Washington Peace Officer, Specially Commissioned Washington Peace Officer, or the passenger vessel master. This order is issued under the authority of the Ports and Waterways Safety Act, Title 33, U. S. Code 1221 et. Seq., and the regulations issued thereunder, Title 33, Code of Federal Regulations Part 165. Physical Boundaries: The following area is a security zone: All waters of Puget Sound, Washington State east of 123-30-00W [Datum: NAD 1983] within a 500 yard radius centered on passenger vessels while they are underway, anchored or moored.

Special Rules: All vessels within 500 yards of a passenger vessel shall operate at the minimum speed necessary to maintain a safe course, and shall proceed as directed by the Official Patrol or the passenger vessel master. No vessels will be allowed to transit this area without the permission of the Coast Guard, the Official Patrol or the passenger vessel master. Penalties for violating the zone: The Ports and Waterways Safety Act prescribes that whoever violates an order issued under the act is liable to a civil penalty of not more than \$27,500 for each violation. Each day of continuing violation shall constitute a separate violation. If such a violation is willful, you are subject to a criminal penalty of not more than \$250,000 and/or six years imprisonment. This criminal penalty is classified as a class "D" felony under federal law. Contact the Coast Guard Marine Safety Office, Puget Sound at (206) 217-6215 or VHF-FM Channel 16 for more information.

Chart N/A LNM: 32/03

WASHINGTON - PUGET SOUND - SEATTLE TO BREMERTON - Ongoing Construction of Pier 36

During ongoing construction at Pier 36 that is expected to be completed September 2005, barges will be moored on the western face of Pier 36 sporadically. Barges will be marked with white flashing lights on the west corners and extend off the face no more than 110 ft. Mariners are requested to exercise caution in the vicinity of Pier 36.

Chart 18449 LNM: 33/03

WASHINGTON - PUGET SOUND - Acoustic Buoys

Evans-Hamilton, Inc has deployed two acoustic doppler current meters (ADCPs) in approximate positions 47-45-44.1N 122-23-56.4W and 47-46-43.4N 122-24-40.2W. The instruments are in aluminum cages resting on the sea floor with no surface expression and will remain in place until early Oct 04. For additional information, contact Evans -Hamilton, Inc at (206) 526-5622.

Chart 18441 LNM: 25/04

WASHINGTON - LAKE WASHINGTON - Lock Closure

The Hiram M. Chittenden Large Lock will be closed to all traffic, with the small lock remaining open to all vessels within size restrictions from 0001 20 Nov to 1600 local 03 Dec 04 for annual maintenance. For additional information, contact the Army Corps of Engineers at (206) 783-7000.

Chart 18447 LNM: 22/04

WASHINGTON - PUGET SOUND - DUWAMISH WATERWAY - Submerged Barge (Revision of LNM 05/03)

Six barges rather than the one barge previously reported in December 2002, have sunk in the Duwamish Waterway approximately 150 yards south of the 1st Avenue Bridge and are protruding into the west side of the channel. The owner of the partially submerged barge has marked the corner in the channel with a red float and a quick flashing red light. Attempts to salvage the barge have been unsuccessful. An announcement will appear in this publication as changes occur. Contact the Army Corps of Engineers at (206) 764-3429 for more information.

Chart 18450 LNM: 16/03

WASHINGTON - PUGET SOUND - Marine Events

EVENT DATE	EVENT NAME	EVENT LOCATION	SPONSOR
10/09/2004	Blakely Overnighter	Fidalgo Bay	Anacortes Yacht Club
10/09/2004	Dinghy Races	South Puget Sound	South Sound Sailing Society
10/09/2004	Sloop Tavern Fall Regatta	Shilshole Bay	Sloop Tavern Yacht Club
10/09/2004	Port Orchard Yacht Club Fall Roundup	Port Orchard Marina to Yukon Harbor (Rich Passage)	Port Orchard Yacht Club
10/09/2004	Wind Seekers Fall #3	Commencement Sound	Wind Seekers Yacht Club
10/09/2004	Winter Series	Des Moines Area, East Passage	Three Tree Point Yacht Club
10/09/2004	Fleet Championships	West Point	Corinthian Yacht Club
10/10/2004	Sailboat Races	Shilshole Marina to Point Monroe	Seattle Singles Yacht Club
10/10/2004	Fleet Championships	West Point	Corinthian Yacht Club
10/10/2004	Keelboat Races	South Puget Sound	South Sound Sailing Society
10/11/2004	Autumn Series	Possession Sound	Milltown Sailing Association
10/16/2004	Sinclair Island	Fidalgo Bay	Anacortes Yacht Club
10/16/2004	UW Rowing Races	Lake Washington	University of Washington Crew
10/16/2004	PS Sailing Championships	West Point	Corinthian Yacht Club
10/16/2004	Dinghy Races	South Puget Sound	South Sound Sailing Society
10/16/2004	Wind Seekers Fall #4	Commencement Sound	Wind Seekers Yacht Club
10/17/2004	PS Sailing Championships	West Point	Corinthian Yacht Club
10/17/2004	Keelboat Races	South Puget Sound	South Sound Sailing Society
10/17/2004	Sailboat Races	Shilshole Marina to Point Monroe	Seattle Singles Yacht Club
10/2,9,23/ 2004	Spring to Winter Series	Des Moines Area	Three Tree Point YC
10/23/2004	Duck Dodge Rum Run	Shilshole Breakwater to Port Madison	Duck Dodge Race Committee
10/23/2004	Commodore's Cup	Sinclair Inlet	West Sound Corinthian YC
10/23/2004	October Fest	Fidalgo Bay	Anacortes Yacht Club
10/23/2004	Winter Series	Des Moines Area, East Passage	Three Tree Point Yacht Club
10/23/2004	Keelboat Races	South Puget Sound	South Sound Sailing Society
10/23/2004	WS Ken Raab Mem	Commencement Sound	Wind Seekers Yacht Club
10/24/2004	Sailboat Races	Shilshole Marina to Point Monroe	Seattle Singles Yacht Club
10/25/2004	Autumn Series	Possession Sound	Milltown Sailing Association
10/25/2004	UW Rowing Races	Lake Washington	University of Washington Crew

COLUMBIA RIVER – Portland – Marine Events

EVENT DATE	EVENT NAME	EVENT LOCATION	SPONSOR
10/16/2004	Charlie S. Brown Regatta	Willamette River; Elk Rock to Ross Island	Lewis and Clark College
10/16/2004	Lewis and Clark Heritage Day	Sacajawea State Park; Pasco WA	Tri Cities Visitor Bureau
10/17/2004	Fort Vancouver Celebrates America	Columbia River; 1500' E of I-5 Bridge	Fort Vancouver
10/30/2004	LOOP Rowing Regatta	Willamette River; Lake Oswego to Oaks Park	Oregon Rowing Unlimited

SECTION VIII – LIGHT LIST CORRECTIONS

An Asterisk *, indicates the column in which a correction has been made to new information

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
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None

PUBLICATION CORRECTIONS

Publication-National Ocean Service-U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, Hawaii, and Pacific Islands, 2004 (36th) Edition. Change No. 21.

Coast Pilot 7 36th 2004

Corrections

Page 308-Paragraph 179, lines 6-7; read:
conspicuous.

(CL 1348/04)

Page 308-Paragraph 180, lines 4-14; read:
may be dangerous to small craft.

(CL 1348/04)

Page 308-Paragraph 183, lines 2-4; read:
the outer turning basin to Moss Landing
Harbor's North Harbor basin; a private
yacht club is adjacent to the basin. In
September 2004, the reported controlling
depth was 10 feet, thence the North
Harbor basin had depths of 10 to 16 feet.

(CL 1348/04)

Page 376-Paragraph 84, line 4; read:
small jetty, with a light off the seaward
end, is on the S side of the entrance. A
fixed highway ...

(LL/04)

Page 377-Paragraph 86, insert after:

Coast Guard

The Noyo River Coast Guard Station
is located on the S bank of the river,
just below Noyo Basin. The station
monitors VHF-FM channel 16 or can be
reached at 707-964-6612.

A **Storm Warning Flag System**
consisting of a series of square flags
and triangular pendants, will be
displayed on a pole that is located on
the SW end of the Noyo River Coast Guard
Station dock and will be visible to
mariners from both directions. The flags

will indicate that winds and/or sea
conditions forecast for the area may pose
a hazard to boaters. A small-craft
advisory, a **RED** triangular pennant, will
be displayed when winds in the range of
20 to 33 knots, or seas of 6 feet or
greater, are forecast. A gale warning,
two triangular **RED** pennants, will be
displayed when winds in the range of 34
to 47 knots are forecast. A storm
warning, a square **RED** flag with a square
BLACK center, will be displayed when
winds over 47 knots are forecast. Flags
are flown at select Coast Guard stations
to supplement other weather notification
sources. Light signals corresponding to
these flags are not displayed at night.
In all cases, mariners should rely upon
National Weather Service Broadcasts as
their primary source of government
provided weather information.

The lower section of Noyo River is
the principal ...

(CL 1377/04)

Page 377-Paragraph 87, line 12 through
Paragraph 88, line 1; read:
The phone number for the Noyo Basin
Harbormaster is 707-964-4719.

From Noyo River, for 0.7 mile to
Fort Bragg, the ...

(CL 1377/04)

Page 389-Paragraph 283, line 1; read:

**St. George Reef Lighted Whistle Buoy
2SG ...**

(LL/04)

Publication-National Ocean Service-U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, Hawaii, and Pacific Islands, 2004 (36th) Edition. Change No. 22.

Coast Pilot 7 36th 2004

Corrections

Page 454-Paragraph 71, lines 5-8; read:
winter boat storage are available. In
April 2004, the channel leading from deep
water in Nahcotta Channel to the basin
had a controlling depth of 5 feet, thence
depths of 4 to 6 feet were available in
the basin except for lesser ...

(BP 184100)

Page 501-Paragraph 441, lines 2-4; read:

cannery, a boatbuilding plant, and the
Alaska State Ferry Terminal Dock are on
the N side of Post Point at **South
Bellingham**. A seafood ...

(PS 37/98; NOS 18424)

Page 502-Paragraph 444, lines 13-15;
read:

Squalicum Creek Waterway is marked
by lighted buoys and a lighted range. I

and J Street Waterway is marked by lights and buoys. Whatcom Creek Waterway is marked by a ...

(LL/04; NOS 18424)

Page 502-Paragraph 454, line 15 through Paragraph 459; read:

depths.)

Port of Bellingham, Whatcom International Shipping Terminal, Liquid Chemical Pier (48°44'35"N., 122°29'35"W.): berthing space, 195 feet (S side) and 400 feet (N side); depth alongside, 26 feet (N and S sides); deck height, 14 feet; overhead pipelines lead to storage tank farm at rear of facility with a capacity of 1¼ million gallons of caustic soda; shipment of caustic soda; owned and operated by Port of Bellingham.

Port of Bellingham, Whatcom International Shipping Terminal, Main Wharf (48°44'43"N., 122°29'39"W.): berthing space, 1,370 feet; depth alongside, 31 feet; deck height, 15½ feet; two electric belt conveyors with rates of 700 tons and 400 tons per hour; open storage for 40,000 tons of salt; an additional 11 acres of open storage is available with four of those used for wood chips; receipt and shipment of conventional general cargo; receipt of salt and wood chips; shipment of aluminum ingots, wood pulp, logs, and lumber; owned by Port of Bellingham and operated by Port of Bellingham and Bellingham Stevedoring Co.

Note: If a tug is not furnished, the use of anchor in docking is recommended when winds prevail. Vessels backing out of the Whatcom Creek Waterway channel must stay in the axis of the channel until abeam of Starr Rock Buoy to avoid shoal water on either side.

Georgia-Pacific West, Bellingham Operations Wharf (48°44'56"N., 122°29'19"W.): berthing space, 1,400 feet; depth alongside, 36 feet (outer side), 18 feet (inner side); deck height, 16 feet, one fixed revolving crane and three mobile cranes up to 35 tons; conveyor system with a rate of 40,000 cubic feet per hour; four storage bins for wood chips with total capacity of 200 tons; two storage bins for hogged fuel with a total capacity of 100 tons; pipelines extend to storage tanks with 400,000 and 8 million gallon capacity; receipt of wood chips and hogged fuel; shipment of wood pulp, alcohol, and lignosite; owned and operated by Georgia Pacific West, Inc.

Note: Vessels docking with the assistance of a tug should use an anchor.

Shoal water is at the NE end of the wharf.

Port of Bellingham, South Terminal Barge Dock (48°43'18"N., 122°30'34"W.): berthing space, 120 feet; depth alongside, 12 to 18 feet; deck height, 15 feet; handling supplies and equipment; owned and operated by Port of Bellingham.
(PS 37/98; NOS 18424)

Page 503-Paragraph 462, lines 11-15; read:
railway that can handle vessels up to 700 tons, 120 feet long or 34 feet wide for hull repairs. Another repair yard, at Squalicum Boat Harbor has a marine railway that can handle vessels up to 290 tons, 125 feet long or 24 feet wide for hull repairs. Several local machine ...
(PS 37/98)

Page 525-Paragraph 137, lines 6-8; read:
the waterway also receive deep-draft vessels. (See **33 CFR 207.750**, chapter 2, for regulations.)
(NOS/04)

Page 540-Paragraph 237, lines 2-6; read:
on Port Gardner and only the deep-draft facilities on those piers are described. For a complete description ...
(PS 37/98)

Page 540-Paragraph 237, line 14 through Paragraph 242, read:
wharves and electrical shore power is available at all except Hewitt Wharf. General cargo at the port is usually handled by ships' tackle. Special handling equipment, if available, is mentioned in the description of the particular facility.

Port of Everett, South Terminal, Berth No. 1 and Dolphin Berth (47°58'31"N., 122°13'38"W.): depth alongside, 39 to 40 feet; deck height, 20 feet; berthing space, 1,555 feet; 30 acres of paved open storage; receipt and shipment of conventional general cargo; shipment of logs; owned and operated by Port of Everett.

Port of Everett, Pacific Terminal Wharf (47°58'47"N., 122°13'25"W.): depth alongside, 40 feet; deck height, 18 feet; berthing space, 600 feet; 8 acres of open storage; receipt and shipment of conventional and containerized general cargo in foreign and domestic trade; receipt and shipment of lumber and steel products; owned and operated by Port of Everett.

Port of Everett, Hewitt Avenue Terminal, Pier No. 1 (47°58'42"N.,

122°13'22"W.): depth alongside, 45 feet; deck height, 18 feet; berthing space, 140 feet (face), 600 feet (N side), 600 feet (S side); one 35-ton diesel crawler crane for handling containers; receipt and shipment of conventional and containerized general cargo; receipt and shipment of lumber and steel products; shipment of perishable food commodities; owned and operated by Port of Everett.

Port of Everett, Hewitt Wharf
(47°58'47"N., 122°13'12"W.): depth alongside, 25 feet; deck height, 18 feet; berthing space, 830 feet; one 36,000-square foot refrigerated building; shipment of perishable food commodities; owned and operated by Port of Everett.

Port of Everett, Hewitt Avenue Terminal, Pier No. 3 (47°58'53"N., 122°13'16"W.): depth alongside, 40 feet; deck height, 19 feet; berthing space, 120 feet (face), 800 feet (S side), 900 feet (N side); 15 acres of open storage, 55,000-ton covered storage dome, one

mobile pneumatic unloader (rate of 600 tons per hour), 35-ton diesel crawler crane; receipt and shipment of conventional general cargo; shipment of lumber and logs; receipt of alumina; owned and operated by Port of Everett.
(PS 37/98)

Page 578-Paragraph 163, line 7; read: during the winter months. A marker with flashing white lights and the words "DANGER", "SHOAL" has been placed in the area of shoaling at the mouth of river in 19°43'24"N., 155°04'15"W. Mariners are advised to use caution ...
(36/04 CG14)

Page 606-Paragraph 545, lines 5-8; read: the harbor are 8 to 20 feet. The approach to the channel is marked by lighted buoys and the channel is marked by private buoys, daybeacons, and a 013°30' lighted range.
(LL/04; NOS 19369)

Publication-National Ocean Service-U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, Hawaii, and Pacific Islands, 2004 (36th) Edition. Change No. 23.

Coast Pilot 7 36th 2004 Corrections

Page 214-Paragraph 3733, insert after:

§334.938 Federal Correctional Institution, Terminal Island, San Pedro Bay, California; restricted area.

(a) *The area.* The waters of San Pedro Bay on the east side of Reservation Point extending 150 feet (50 yards), from the Federal Correctional Institution fence along the shore to the following stations:

Station	Latitude	Longitude
1	33°43'45.5"N	118°16'02.0"W
2	33°43'37.0"N	118°15'58.0"W
3	33°43'27.5"N	118°15'54.5"W

The stations will be marked by three special purpose buoys (white with an orange diamond in the center).

(b) *The regulations.* No person or vessel of any kind shall enter, navigate, anchor or moor within the restricted area without first obtaining the permission of the Warden, Federal Correctional Institution, Terminal Island. The regulations in this section shall be enforced by the U.S. Coast Guard, the Warden of the Federal Correctional Institution, Terminal Island, and such agencies and he/she may designate.
(33 CFR 334.938)

Page 234-Paragraph 21, lines 3-4; read: navigable waters of the United States and within the 12-mile boundary of the U.S. territorial sea. (See ...
(CL 1398/04)

Page 234-Paragraph 22, line 3; read: approaches to San Francisco; the system is mandatory.
(CL 1398/04)

Page 259-Paragraph 179, lines 7-9; read: and regulations.) The Navy has implemented a protection barrier at the Naval Weapons Station in the bay. This barrier consists of alternating orange and white spherical buoys connected by wire rope. All boating traffic is required to stay within the small craft channel at all times.

In May 2003, the controlling depths were 36 feet at midchannel, 34 feet in the left outside quarter, and 30 feet in the right outside quarter to the turning basin, thence 33 feet in the basin. The channel ...
(CL 1001/04; BPs 181031-32)

Page 265-Paragraphs 289-290, read:
A **naval restricted area** is in the West Basin off the S shore of Terminal

Island inside the jetty of the Naval Base Mole and a **restricted area** is off the E side of Reservation Point. (See **334.1 through 334.6** and **334.938** and **334.990**, chapter 2, for limits and regulations.)

A **regulated navigation area** has been established in the waters S of the Los Angeles-Long Beach breakwater encompassing the approaches to both Los Angeles and Long Beach harbors. (See **165.1 through 165.13** and **165.1109**, chapter 2, for limits and regulations.) (NOS 18751; NOS 18749; 33 CFR 334.938)

Page 317-Paragraph 47, lines 2-5; read: Service (VTS) is to coordinate the safe, secure, and efficient transit of vessels in San Francisco Bay including it's approaches and tributaries in an effort to prevent accidents with the possible associated loss of life, damage to property and the environment VTS also fully ...

(CL 1398/04)

Page 318-Paragraph 54, lines 1-7; read:

For detailed information about the VTS, go to the Coast Guard's VTS website at **www.uscg.mil/d11/vtssf**. The site contains links to the Users Manual, Communications Guide, Regulated Navigation Areas, and other information particularly useful to commercial and recreational mariners. Vessels ...

(CL 1398/04)

Publication-National Ocean Service-U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, Hawaii, and Pacific Islands, 2004 (36th) Edition. Change No. 24.

Coast Pilot 7 36th 2004

Corrections

Page 424-Paragraph 71, lines 5-7; read: advance by telephone or fax to the pilot office in Astoria, or by wire to BARPILOT ASTO: TWX 9104668014; ...

(CL 1399/04)

Page 424-Paragraph 71, lines 12-16; read: causes, Columbia River Bar Pilots are to be notified no later than 4 hours before the original ETA expires. Failure to communicate in a timely manner directly to the Columbia River Bar Pilots may result in delay. Marine exchange, vessel agents and Columbia River Pilots ...

(CL 1399/04)

Page 424-Paragraph 71, lines 23-25; read: placed to the Columbia River Bar Pilots office in Astoria, OR.

When ordering a Columbia River Bar Pilot, the following ...

Page 318-Paragraph 55, lines 3-6; read: Central Bay, Lower Bay, San Pablo Bay, Carquinez Strait, Suisun Bay, Sacramento River, and San Joaquin River. (See **165.1 through 165.13** and **165.1181** and **165.1182**, chapter 2, for limits and regulations.) (CL 1398/04; 33 CFR 165.1181; 33 CFR 165.1182)

Page 354-Paragraph 498, read:

Coast Guard

Coast Guard Station Vallejo, about 2.5 miles above the entrance to Mare Island Strait just below the Vallejo-Mare Island causeway lift bridge, is on the E side of the strait.

(CL 1378/04)

Page 423-Paragraph 54, lines 9-13: Delete.

(CL 1399/04)

Page 423-Paragraph 56: Delete.

(CL 1399/04)

Page 424-Paragraph 70, lines 2-3; read: Pilots for the river entrance, from the open sea in at least 30 fathoms of water to the easternmost wharf at Astoria, and by the Columbia River Pilots from the westernmost wharf at Astoria to the head of navigation on the Columbia or Willamette Rivers and their tributaries. The Columbia River Pilots ...

(CL 1399/04)

(CL 1399/04)

Page 424-Paragraph 76, line 2 through Paragraph 77, line 2; read: Pilots is accomplished by helicopter or boat. All vessels are required to contact Columbia River Bar Pilots via VHF channel 9, 13, or 16 as far in advance as possible of arrival time. The call sign for the Bar Pilot office is KOK-360. Vessels will be asked to confirm arrival time and are advised to call in again when 15 miles from the CR buoy via VHF channels 9 or 13. At that time vessels will be advised of pilot boarding instructions. The primary method of pilot boarding is by helicopter. The Bar Pilots also maintain one of 2 pilot boats on standby at all times. Vessels should not approach the CR buoy until advised by a pilot. While awaiting a pilot boarding by

helicopter or pilot boat, vessels should stay within a marshalling area approximately 5 miles west of the CR buoy. Pilots boarding by helicopter will generally board within 4 to 10 miles northwest to southwest of the CR buoy. Boarding by pilot boat generally takes place in the vicinity of the CR buoy.

Helicopter Transfer Procedures

General:

Operations will be in accordance with ICAO regulations and with the International Chamber of Shipping's Guide to Helicopter/Ship Operations rules. The pilot helicopter SEAHAWK is 42.7 feet long with a rotor span of 36 feet and has a blue and white body with the word PILOT prominently displayed on the side. Vessel configuration, sea state and wind force will determine if a hoist or landing will be conducted. To provide ...

(CL 1399/04)

Page 424-Paragraph 78 through Paragraph 81, line 4; read:

Communication:

1. The arriving vessel shall call in to Columbia River Bar Pilots on VHF channels 9 or 13 with course and speed information.

2. Pilot helicopter "SEAHAWK" will then be dispatched to the vessel with the Marine Pilot.

3. The arriving vessel must remain on VHF channel 9 for helicopter operations until the marine pilot is safely transferred and the helicopter has departed the area.

Masters, prior to helicopter arrival must confirm the following:

(CL 1399/04)

Page 425-Paragraph 95 through Paragraph 103, read:

Pilot Boat Transfer Procedures:

If the arriving vessel is advised that the pilot boat be utilized for pilot transfer, one of two boats will be used, as follows:

The pilot boat CHINOOK is 72 feet long and has a yellow hull and yellow super structure with the word PILOT prominently displayed on the side of the house. The pilot boat COLUMBIA is 82 feet long and has a white hull and a white and orange superstructure with the word PILOT prominently displayed on the side of the house.

When CHINOOK is used, speed of the vessel should be 12 to 14 knots and the pilot ladder should be rigged 2 meters above the waterline. When the COLUMBIA is used, speed of the vessel should be 10 knots and the pilot ladder should be rigged 3 meters above the waterline. With either boat, the ladder should be rigged on the side indicated by the pilot boat, as close to midship as possible, with no manropes, and clear of all discharges and obstructions. The ladder must be rigged in accordance with SOLAS requirements, and must be well lighted at night. Manropes are required on outbound vessels.

When transferring pilots off Astoria, pilot boat ARROW 2 is used. It is 53 feet in length with a dark green hull and white superstructure. The word PILOT is prominently displayed on a signboard forward of the house. When using the ARROW 2, the pilot ladder should be rigged midship, 1 meter above the waterline, in accordance with SOLAS requirements. Maximum speed of the vessel should be 9 knots.

Inbound vessels with drafts of 36 feet or greater are requested to arrive at Astoria 2 hours prior to Astoria high tide in order to take advantage of tidal conditions. Outbound vessels with drafts of up to 36 feet but less than 38 feet can generally sail at any time, but occasionally sailing times must be delayed to avoid transiting the river during extremely low tides. Outbound vessels with drafts of 38 feet or greater must have sailing times set to take advantage of optimum tidal conditions.

Masters of vessels arriving at the Columbia River during a bar closure are advised to stand offshore at least 10 miles west of the Columbia River Approach Buoy "CR" and await instructions from the Columbia River Bar Pilots. Using the open roadstead in the vicinity of the Columbia River entrance as an anchorage is dangerous in any weather, and IS NOT recommended by the Columbia River Bar Pilots.

A fixed amber light is maintained by the Columbia River Bar Pilots atop the pilot office at Astoria. When this light is exhibited it will inform outward bound vessels that desire a Bar Pilot that the bar is not passable and that the vessel should remain in port.

(CL 1399/04)

Page 657-Paragraphs 153-154; read:

Vallejo (38°06'38"N., 122°16'12"W.) 2.5 miles above the entrance to Mare

ENCLOSURES

Oregon - Washington - Columbia River - Dredging Operations >See Append 1<
Washington - U.S. Coast Guard Group Port Angeles and Group Seattle areas of responsibilities>See Append 2<
Grays Harbor Tabulation - GRAYS HARBOR >See Append 3<
Columbia River Tabulation - COLUMBIA RIVER CHANNEL ENTRANCE TO MILLER SANDS >See Append 4<
Columbia River Tabulation - GULL ISLAND TURN AND CHANNEL TO SAINT HELENS TURN >See Append 5<
Columbia River Tabulation - SAINT HELENS TURN TO TOMAHAWK BAR >See Append 6<
Columbia River Tabulation - MORGAN CHANNEL TO TOMAHAWK BAR >See Append 7<
Columbia River Tabulation - TOMAHAWK BAR TO BONNEVILLE LOCKS >See Append 8<

If you have any questions, comments, or need additional information concerning this or other LNMs or the LNM Mailing List (e.g. additions, deletions, corrections) contact the address or phone number on the front page.

D. R. McCRIMMON, JR.
Commander, U.S. Coast Guard
Chief, Aids to Navigation & Waterways Management Branch
Thirteenth Coast Guard District
By direction of the District Commander

OREGON – WASHINGTON – COLUMBIA RIVER – Dredging Operations

Dredging operations are planned or in progress at the following locations :

Start Date	End Date	Times	Location	Dredge Vessel	Assist Vessel	Channels Monitored	Disposal Area	LNM
16 Aug 04	15 Feb 05	0700-1900 Mon - Fri	<u>Duwamish River</u>	DB Seattle		14 and 16 VHF-FM	Terminal 25	32/04
19 Jul 04	15 Feb 05	0500-1800 Mon - Fri	<u>East Waterway</u>	Mason Derrick	Olympic Tug, Rebel and Minnie	8 and 14 VHF-FM	Terminal 25 and Elliott Bay	28/04
16 Jul 04	Dec 04	24 hours 6 days	<u>Blair Waterway</u>	Vulcan	Gladys M Wollochot	13, 14 and 66 VHF-FM	Blair Waterway Slip 5 and PSSDA	28/04
11 Oct 04	02 Dec 04	0700-1400 Mon - Fri	<u>Cap Sante Marina</u>	DB Tacoma	Rossario	13 and 14 VHF-FM	48-30-52.2N 122-43-33.6W	404
07 Sep 04	20 Oct 04	Mon to Sat 20 hours	<u>Port of Chinook</u>	Dredge Number 9	Deschutes and Henry D	13 and 16 VHF-FM	River Mile 6	39/04
01 Oct 04	19 Oct 04	24 hours 7 days	<u>Mouth of the Columbia River</u> <u>-2-00-00 to +2+00+00</u>	Essayons		13 and 16 VHF-FM	Site E and Deep Water Site	39/04
06 Oct 04	19 Oct 04	24 hours 7 days	<u>Columbia River +80+15+00 to +90+20+00</u>	Yaquina		13 and 16 VHF-FM	Locally	39/04

*US Army Corps of Engineer dredges request mariners transit at their slowest safe speed to minimize wake when in the vicinity of a dredge and proceed after passing arrangements have been made.

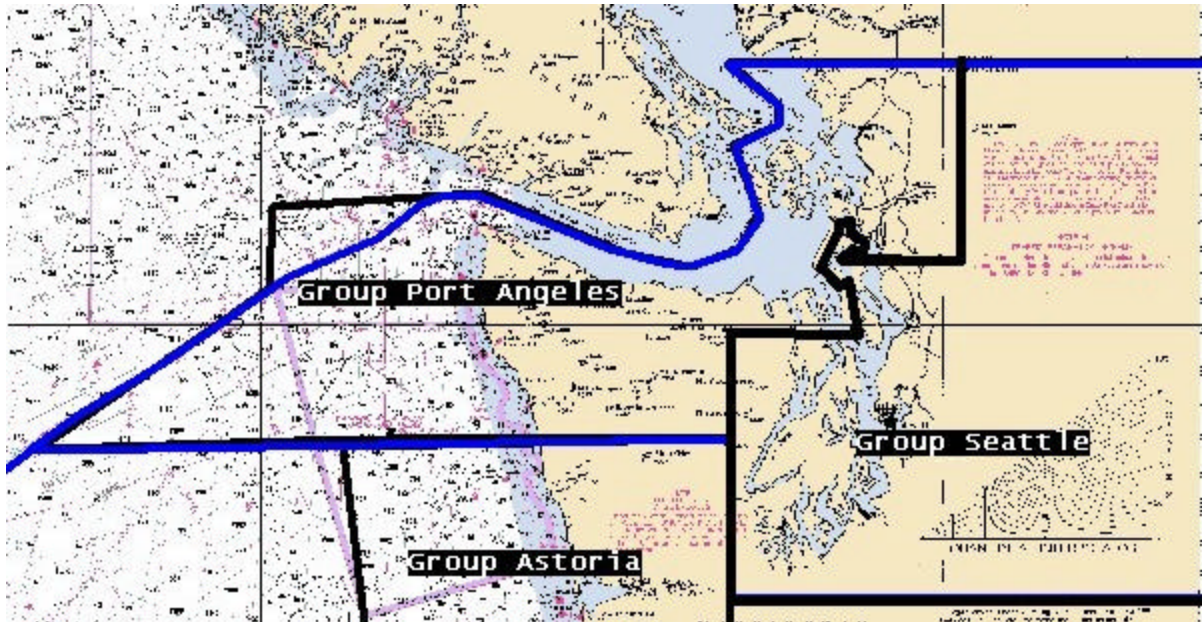


CHART 18502

GRAYS HARBOR							
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF AUG 2004 AND SURVEYS TO JUN 2004							
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
BAR CHANNEL	46.7	46.4	45.0	5-03	1000	4.6	46
ENTRANCE CHANNEL	34.6	34.5	37.2	5,6-03; 3,5,6-04	900-600	1.8	42
PT CHEHALIS REACH	37.0	39.5	33.4	3,5,6-04	600	1.2	40
SOUTH REACH	34.3	37.0	36.1	3,10-03; 3,5,6-04	600-350	4.1	36
CROSSOVER CHANNEL	35.9	37.3	36.9	6,10,11-03; 1-04	350-450	2.5	36
NORTH CHANNEL	36.6	36.3	35.7	1-04	450-350	2.4	38
HOQUAM REACH	37.1	36.1	36.9	1-04	350	1.9	36
COW POINT REACH	35.3	35.7	33.7	12-02; 1,2-03; 1-04	350-900	1.8	36
ABERDEEN REACH	27.8	29.8	28.6	10-01;2-02;2-03;1-04	550-200	2.6	30
TURNING BASIN	32.7	33.5	24.2	1-04	200-550	.3	30
THENCE TO COSMOPOLIS	26.5	26.9	27.7	1-02; 2-03	200	.8	30

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

CHART 18521

COLUMBIA RIVER CHANNEL DEPTHS ENTRANCE TO MILLER SANDS RANGE								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 13, 2004								
* SEE FOOTNOTES						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (STAT. MILES)	DEPTH CRD (FEET)
ENTRANCE RANGE	54	51	51	43	9-04	2640	3.3	48
SAND ISLAND RANGE (CLATSOP SPIT)	48	50	50	46	9-04	2640	2.2	48
LOWER DESDEMONA SHOAL	43	45	43	43	8-04	600	3.4	40
UPPER DESDEMONA SHOAL	40	43	47	45	9-04	600	3.6	40
TANSY POINT TURN AND RANGE	40	42	42	38	8-04, 9-04	600	4.8	40
ASTORIA RANGE	40	42	43	41	9-04	600	2.7	40
TONGUE POINT CHANNEL	41	44	42	41	9-04	600	2.2	40
HARRINGTON POINT RANGE	41	41	44	39	7-04, 9-04	600	2.6	40
MILLER SANDS RANGE	39	41	40	38	7-04	600	2.2	40
* CONTROLLING DEPTHS ROUNDED TO THE NEAREST FOOT								
* CONTROLLING DEPTHS IN CHANNELS ENTERING FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER FROM THE ENTRANCE TO HARRINGTON POINT AND COLUMBIA RIVER DATUM ABOVE THAT POINT. PROJECT LENGTHS ARE IN STATUTE MILES.								
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION								

CHART 18524

COLUMBIA RIVER CHANNEL DEPTHS GULL ISLAND TURN AND CHANNEL TO SAINT HELENS TURN								
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 13, 2004								
CONTROLLING DEPTHS IN FEET AT COLUMBIA RIVER DATUM (CRD) * SEE FOOTNOTE						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (STAT. MILES)	DEPTH CRD (FEET)
GULL I TURN AND CHANNEL	46	50	40	36	8-04	600	2.2	40
STELLA RANGE	39	40	38	37	8-04	600	2.8	40
FISHER I CHANNEL	39	40	38	39	8-04	600	0.9	40
WALKER I CHANNEL	37	42	43	37	8-04	600	1.5	40
BARLOW PT. CHANNEL	42	45	39	39	8-04	600	1.3	40
SLAUGHTERS CHANNEL	39	40	39	40	8-04	600	2.3	40
SLAUGHTERS TURN AND CHANNEL								
OPPOSITE THE TURNING BASIN	38	40	39	38	8-04	600	1.7	40
COTTONWOOD ISLAND LOWER RANGE	41	40	39	38	8-04	600	1.7	40
COTTONWOOD ISLAND TURN	43	42	38	39	8-04	600	2.7	40
COTTONWOOD ISLAND UPPER RANGE	42	42	42	40	8-04	600	1.6	40
KALAMA LOWER RANGE	43	36	39	32	8-04	600	1.8	40
KALAMA UPPER RANGE	39	42	39	40	8-04, 9-04	600	2.2	40
BYBEE LEDGE CHANNEL	39	42	43	39	9-04	600	2.1	40
MARTIN ISLAND CHANNEL	41	38	38	38	8-04, 9-04	600	2.1	40
MARTIN ISLAND RANGE	39	42	42	41	8-04	600	1.4	40
COLUMBIA CITY CHANNEL	38	40	38	38	8-04	600	1.2	40
ST. HELENS RANGE	39	39	41	38	8-04	600	2.0	40
ST. HELENS TURN	42	43	41	36	8-04	600	1.7	40
* CONTROLLING DEPTHS ROUNDED TO NEAREST FOOT								
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION								

CHART 18525

COLUMBIA RIVER CHANNEL DEPTHS SAINT HELENS TURN TO TOMAHAWK BAR TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORTS OF SEP 13, 2004								
CONTROLLING DEPTHS IN FEET AT COLUMBIA RIVER DATUM (CRD) * SEE FOOTNOTE						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (STAT. MILES)	DEPTH CRD (FEET)
ST. HELENS TURN	42	43	41	36	8-04	600	1.7	40
WARRIOR ROCK RANGE	39	40	39	38	8-04	600	1.3	40
DUCK CLUB TURN	37	37	42	42	8-04	600	1.4	40
HENRICI RANGE	41	39	41	39	9-04	600	2.6	40
FALES CHANNEL	44	41	41	38	9-04	600	1.1	40
KNAPP POINT CHANNEL	39	41	40	38	8-04	600	1.8	40
WILLOW LOWER RANGE	39	41	41	38	8-04	600	2.1	40
WILLOW UPPER RANGE	40	43	40	45	9-04	600	1.1	40
MORGAN BAR	43	46	49	47	9-04	600	1.0	40
MORGAN CHANNEL	46	45	42	42	9-04	600	1.5	40
VANCOUVER LOWER CHANNEL	46	47	49	47	8-04	500	1.0	40
VANCOUVER RANGE	40	42	42	41	8-04	500	1.3	40
VANCOUVER UPPER CHANNEL	41	42	38	39	8-04	500	0.9	40
VANCOUVER LOWER TURNING BASIN	36	38	41	40	8-04	800	1.0	40
VANCOUVER UPPER TURNING BASIN	32	30	27	27	8-04	800	0.9	35
TOMAHAWK BAR	18	18	18	17	11-03	300	3.7	27
* CONTROLLING DEPTHS ROUNDED TO THE NEAREST FOOT NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION								

CHART 18526

COLUMBIA RIVER CHANNEL DEPTHS MORGAN CHANNEL TO TOMAHAWK BAR TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 13, 2004								
CONTROLLING DEPTHS IN FEET AT COLUMBIA RIVER DATUM (CRD) * SEE FOOTNOTE						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (STAT. MILES)	DEPTH CRD (FEET)
MORGAN CHANNEL	46	45	42	42	8-04	600	1.5	40
VANCOUVER LOWER CHANNEL	46	47	49	47	8-04	500	1.0	40
VANCOUVER RANGE	40	42	42	41	8-04	500	1.3	40
VANCOUVER UPPER CHANNEL	41	42	38	39	8-04	500	0.9	40
VANCOUVER LOWER TURNING BASIN	36	38	41	40	8-04	800	1.0	40
VANCOUVER UPPER TURNING BASIN	32	30	27	27	8-04	800	0.9	35
TOMAHAWK BAR	18	18	18	17	11-03	300	3.7	27
* CONTROLLING DEPTHS ROUNDED TO THE NEAREST FOOT NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION								

Chart 18531

COLUMBIA RIVER CHANNEL DEPTHS TOMAHAWK BAR TO BONNEVILLE LOCKS TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 13, 2004								
CONTROLLING DEPTHS IN FEET AT COLUMBIA RIVER DATUM (CRD) * SEE FOOTNOTE					PROJECT DIMENSIONS			
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (STAT. MILES)	DEPTH CRD (FEET)	
TOMAHAWK BAR	18	18	17	11-03	300	3.7	27	
AIRPORT BAR	18	18	18	3-04	300	2.8	27	
GOVERNMENT ISLAND LOWER RANGE	16	17	17	3-04	300	1.1	27	
GOVERNMENT ISLAND MIDDLE RANGE	14	18	16	3-04	300	1.6	27	
FISHER QUARRY CHANNEL RANGE	26	24	21	3-04	300	1.0	27	
GOVERNMENT ISLAND RANGE	25	30	25	3-04	300	1.1	27	
GOVERNMENT ISLAND UPPER RANGE	17	18	21	3-04	300	0.8	27	
LADY ISLAND RANGE	18	21	23	3-04	300	2.1	27	
LADY ISLAND CHANNEL AND UPPER RANGE	28	28	19	3-04	300	0.9	27	
WASHOUGAL LOWER RANGE	21	28	28	3-04	300	1.5	27	
WASHOUGAL UPPER RANGE	19	26	30	3-04	300	1.1	27	
GARY ISLAND RANGE	16	15	15	3-04	300	0.9	27	
REED ISLAND RANGE	18	15	14	10-03, 3-04	300	2.2	27	
TUNNEL POINT CHANNEL	24	25	26	10-03	300	0.8	27	
ROOSTER ROCK CHANNEL	26	23	25	10-03	300	1.2	27	
CAPE HORN CHANNEL	34	32	31	10-03	300	2.4	27	
CANDIANA CHANNEL	16	38	36	10-03	300	1.0	27	
FASHION REEF LOWER RANGE	12	19	21	10-03	300	2.2	27	
MULTNOMAH FALLS BAR RANGE	13	23	16	10-03	300	1.3	27	
MULTNOMAH FALLS TURN	12	20	21	10, 11-03	300	0.8	27	
MULTNOMAH FALLS UPPER RANGE	18	21	24	11-03	300	3.2	27	
MCGOWANS CHANNEL	39	34	25	11-03	300	1.1	27	
WARRENDALE LOWER RANGE	20	22	23	11-03	300	0.9	27	
WARRENDALE UPPER RANGE	21	28	22	11-03	300	0.8	27	
HAMILTON ISLAND REACH	21	30	27	11-03	300	0.9	27	
ENTRANCE TO BONNEVILLE LOCKS	22	22	22	3-00	300	0.6	27	
* CONTROLLING DEPTHS ROUNDED TO THE NEAREST FOOT								
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION								